

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE FR-018-1(51) Bartow County  
P.I. No. 621250

OFFICE Preconstruction

DATE January 30, 1990

FROM *JB* J. B. Johnson, P.E., Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT REVISED PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

JB/cj

Attachment

DISTRIBUTION:

Charles Lewis  
Bob Humphrey  
Frank Danchetz  
Gene Skeen  
Dewey Jones (ATTN: Herman Griffin)  
Walker Scott  
Ron Colvin  
Felton Rutledge


# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## INTERDEPARTMENT CORRESPONDENCE

FILE FR-018-1(51) Bartow County  
P.I. No. 621250

OFFICE Preconstruction

DATE January 24, 1990

FROM  G. C. Lewis, Director of Preconstruction

TO Hal Rives, Commissioner

SUBJECT REVISED PROJECT CONCEPT REPORT - Improvements to SR 61 in Cartersville

This project is the improvements to SR 61 in Cartersville from Gilmer Street northerly 2.3± miles to the ramp at SR 3/US 41. Existing SR 61 has an urban section with three 12' lanes and a sidewalk from Gilmer Street to Porter Street, and a rural section with two 12' lanes and 6'± shoulders from Porter Street to SR 3. Current and future traffic is 18,500 VPD (1995) and 29,400 VPD (2015).

This project begins at the intersection of Gilmer Street and SR 61 and extends north of Oral Street, utilizing SR 61 and Gilmer and Douglas Streets as a one-way pair. SR 61 will serve northbound traffic and Gilmer and Douglas Streets will serve southbound traffic. A connection between Gilmer Street and Douglas Street on new location will be required on the south end of the project beginning at Cherokee Street and ending at Church Street. Another connection on new location will be required on the north end of Douglas Street over to SR 61. This connection is located between Porter Street and north of Oral Street. The typical section for Gilmer Street, the connections, and Douglas Street will have an urban section with two 12' lanes and 5' sidewalks. From this point north of Oral Street, the project extends northerly along SR 61 with a rural section having four 12' lanes with 14' flush median and 10' shoulders to the ramp at SR 3/US 41. This recommended alternate is a combination of three studied alternates which were eliminated due to higher construction and right-of-way costs. These three alternates are described in the body of the attached report. Traffic will be maintained on existing roads during construction.

The estimated cost of the recommended alternate is:

	PROPOSED ESTIMATE	APPROVED ESTIMATE	
Construction (includes E&C and inflation)	\$2,416,000	\$2,295,000	FY 93
Right-of-Way	\$1,141,000	\$1,141,000	
Utilities	LGPA*	LGPA	

\*Bartow County and Cartersville signed LGPA July 28, 1989.

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERSTATE COMMISSIONER

Hal Rives

Page 2

January 24, 1990

FR-018-1(51) Bartow County

I recommend that we approve this project concept report for the combined alternate. An Environmental Assessment and a public hearing will be required.

GCL:JBJ/cj

Attachment

CONCUR

*Alva R. Byrom*  
Alva R. Byrom, State Highway Engineer

APPROVE

*Hal Rives*  
Hal Rives, Commissioner

D.O.T. 86  
DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

RECEIVED  
JAN 19 1990  
PRELIMINARY CONSTRUCTION

FILE FR-018-1 (51) Bartow County  
P.I. No. 621250  
Widening SR 61 in Cartersville

OFFICE Atlanta, Georgia

DATE January 19, 1990

FROM Robert E. Humphrey, Project Review Engineer *R.E.H.*

TO G. C. Lewis, Director of Preconstruction

SUBJECT PROJECT CONCEPT REPORT - REVISED

We have reviewed the attached revised Concept Report for this *MINOR* Minor project and have the following comment:

The cost estimate has not been revised because the revisions included in this submission were minor in nature.

We have received signed cover sheets from the following offices:

1. Traffic and Safety
2. Environmental

This report is satisfactory for approval.

The estimated costs of this project are as follows:

Construction	3	\$1,810,000	1,910,000
Inflation (5% per year) x 3 yrs.		181,000	286,500
E & C (10%)		199,000	219,650
Preliminary Engineering (5%)		99,500	109,800
Right of Way		1,253,500	
Utilities		50,000	

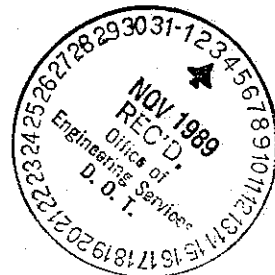
MJB/jmf

Attachments

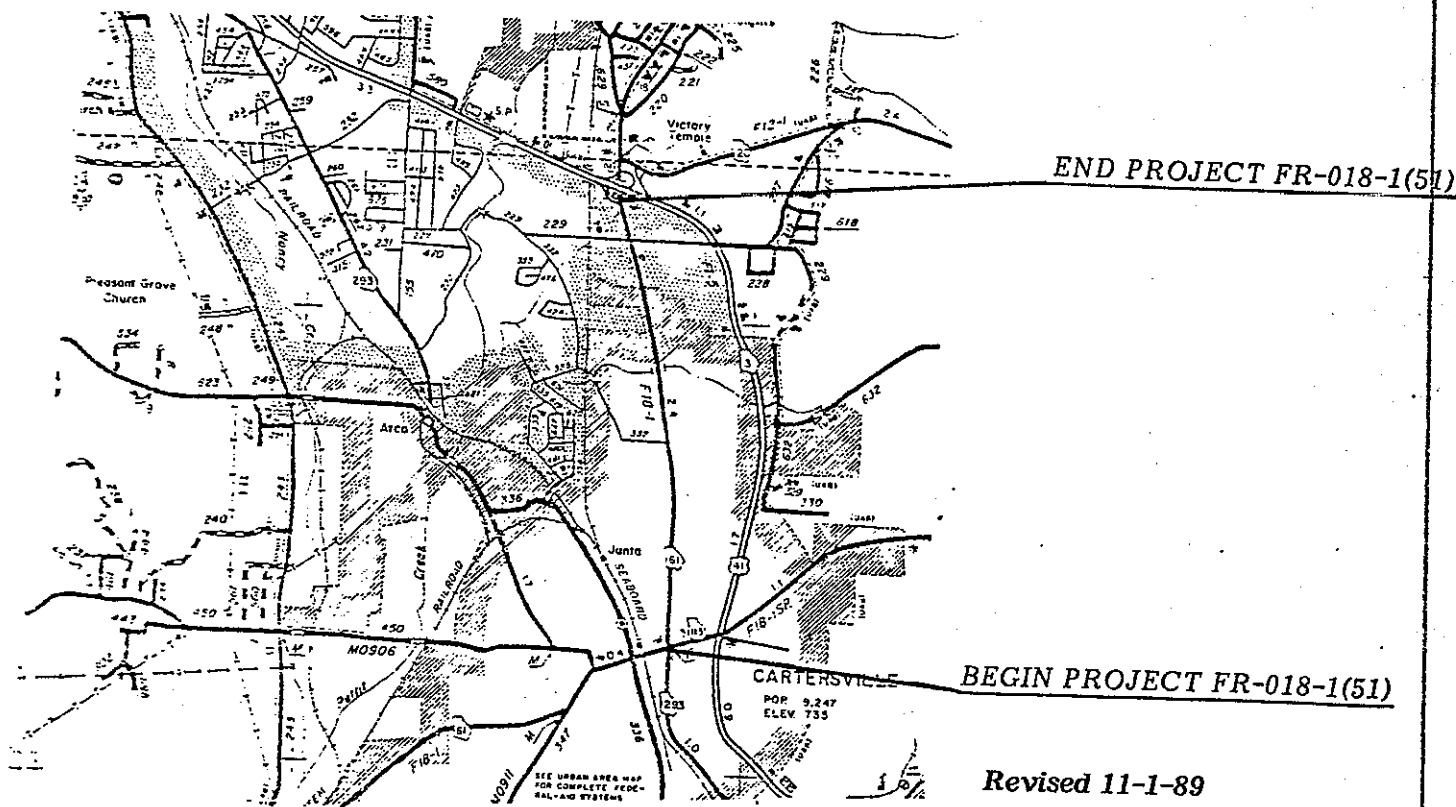
c: Felton D. Rutledge

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

PROJECT CONCEPT REPORT  
WIDENING OF SR 61 IN CARTERSVILLE  
BARTOW COUNTY  
FR-018-1(51) BARTOW COUNTY



Federal Route No.: F 18-1  
State Route No.: 61  
Ga. D.O.T. P. I. No.: 621250



Scale 1" = 1 Mile

Revised 11-1-89

Revised 3-14-89

Date Of Report: 2-16-89

RECOMMENDATION FOR APPROVAL

2-23-89  
Date

*Logan McMillan*  
Project Manager

FR 1

Date

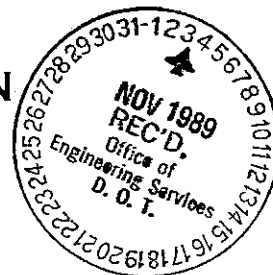
State Environmental Engineer

Date

State Traffic & Safety Engineer

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

## INTERDEPARTMENT CORRESPONDENCE



FILE *FR-018-(51) Bartow* OFFICE *Cartersville*  
*Widening of SR 61 in Cartersville*  
*P.I. No. 621250* DATE *November 2, 1989*

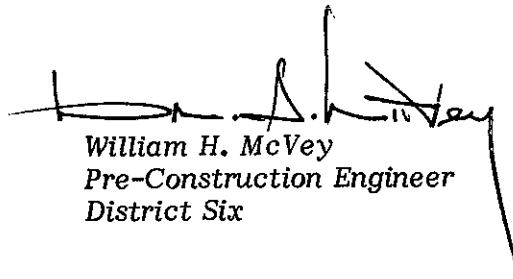
FROM *Felton D. Rutledge, District Engineer*

TO *Robert Humphrey, Project Review Engineer*

SUBJECT **REVISED CONCEPT REPORT**

We are forwarding to you, this date, the revised concept report on the above project for your review and approval.

The concept has been revised to show the tie in from Gilmer Street to Douglas Street south of Church Street. This revision has been made because of historic properties in the area of the original proposed tie in. Attached are correspondences from this office and the Environmental Office outlining the alternates studied to avoid these historic properties.

  
William H. McVey  
Pre-Construction Engineer  
District Six

WHM:WMD:vlw

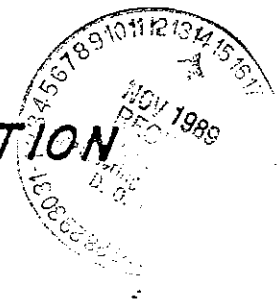
Attachments

cc: Mr. J. B. Johnson w/Attachments  
Mr. Frank Danchetz w/Attachment  
Mr. Ronald Colvin w/Attachments

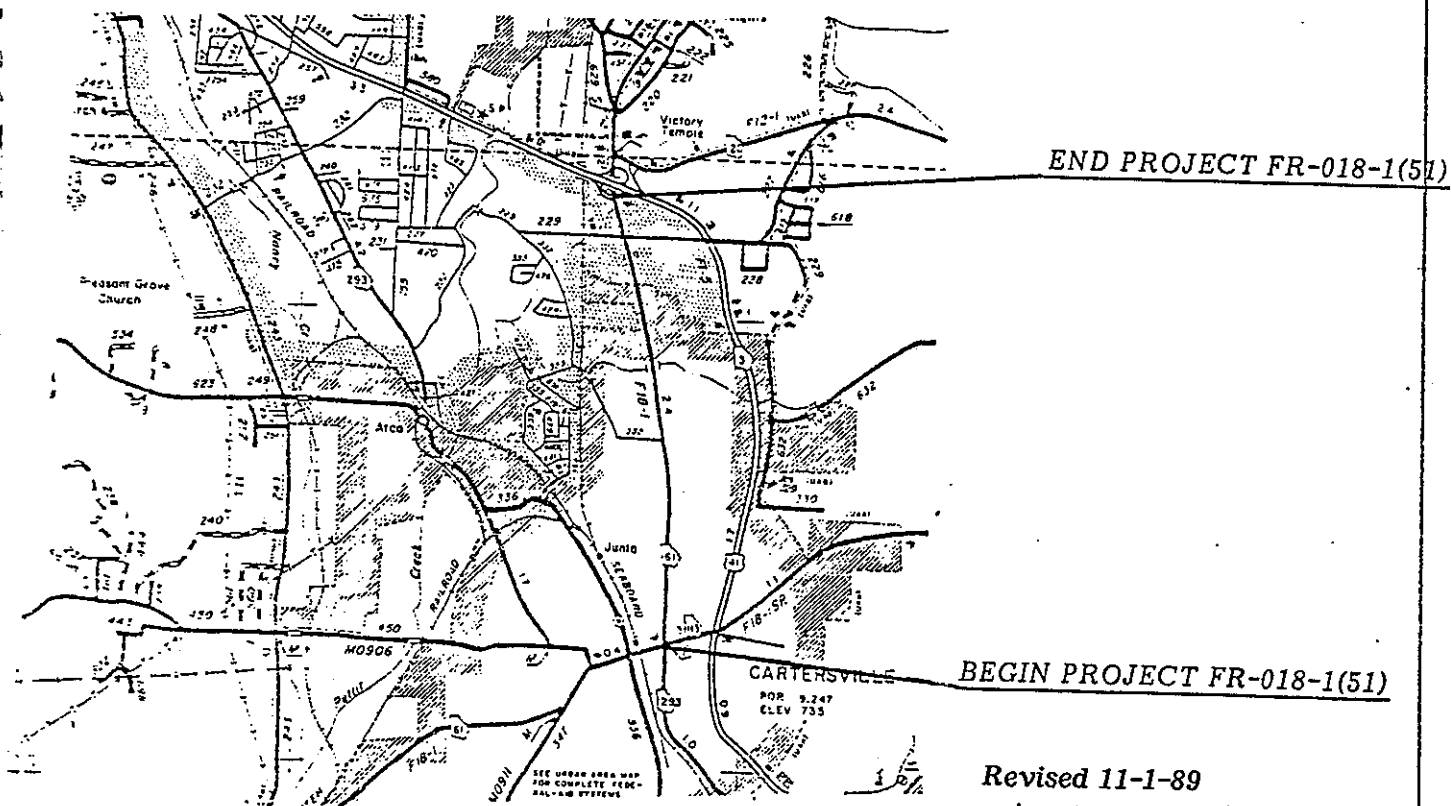
# DEPARTMENT OF TRANSPORTATION

## STATE OF GEORGIA

### PROJECT CONCEPT REPORT WIDENING OF SR 61 IN CARTERSVILLE BARTOW COUNTY FR-018-1(51) BARTOW COUNTY



Federal Route No.: F 18-1  
State Route No.: 61  
Ga. D.O.T. P. I. No.: 621250



Scale 1" = 1 Mile

Revised 11-1-89

Revised 3-14-89

Date Of Report: 2-16-89

### RECOMMENDATION FOR APPROVAL

2-23-89  
Date

*Leon M. Miller*  
Project Manager

Fr 1

Date

State Environmental Engineer

Date

*Don Colman*  
State Traffic & Safety Engineer

D.O.T., 86

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE



FILE FR-018-1 (51), Bartow County  
P.I. No. 621250

OFFICE Atlanta, Ga.

DATE November 13, 1989

FROM *RC* Ron Colvin, P.E., State Traffic & Safety Engineer

TO Robert E. Humphrey, P.E., Project Review Engineer

SUBJECT **Project Concept Report Review Revised II-1-89**

We have reviewed the revised concept report on the above project for the proposed widening of S.R. 61. This concept has been revised to show the tie-in from Gilmer Street to Douglas Street south of Church St. The existing State Route 61, two-lane roadway, just north of Oral Street will be widened to a four lane section with a 14' flush type median.

We note that this revised concept (Alternate 3) would allow for flatter curves on the tie-in from Douglas Street to Gilmer Street and would not require the use of the underpass at Church St. bridge. As stated in our previous concept report, we still prefer a design using a raised median rather than a flush type median for the northern section with traffic volumes indicating 18,500 (V.P.D. and projected volumes of 29,400 V.P.D. With this included design feature, we find the revised concept satisfactory for approval.

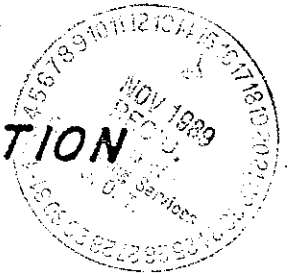
JJD:LEO:lw

cc: Eugene McMillan - Cartersville; Felton Rutledge - Cartersville



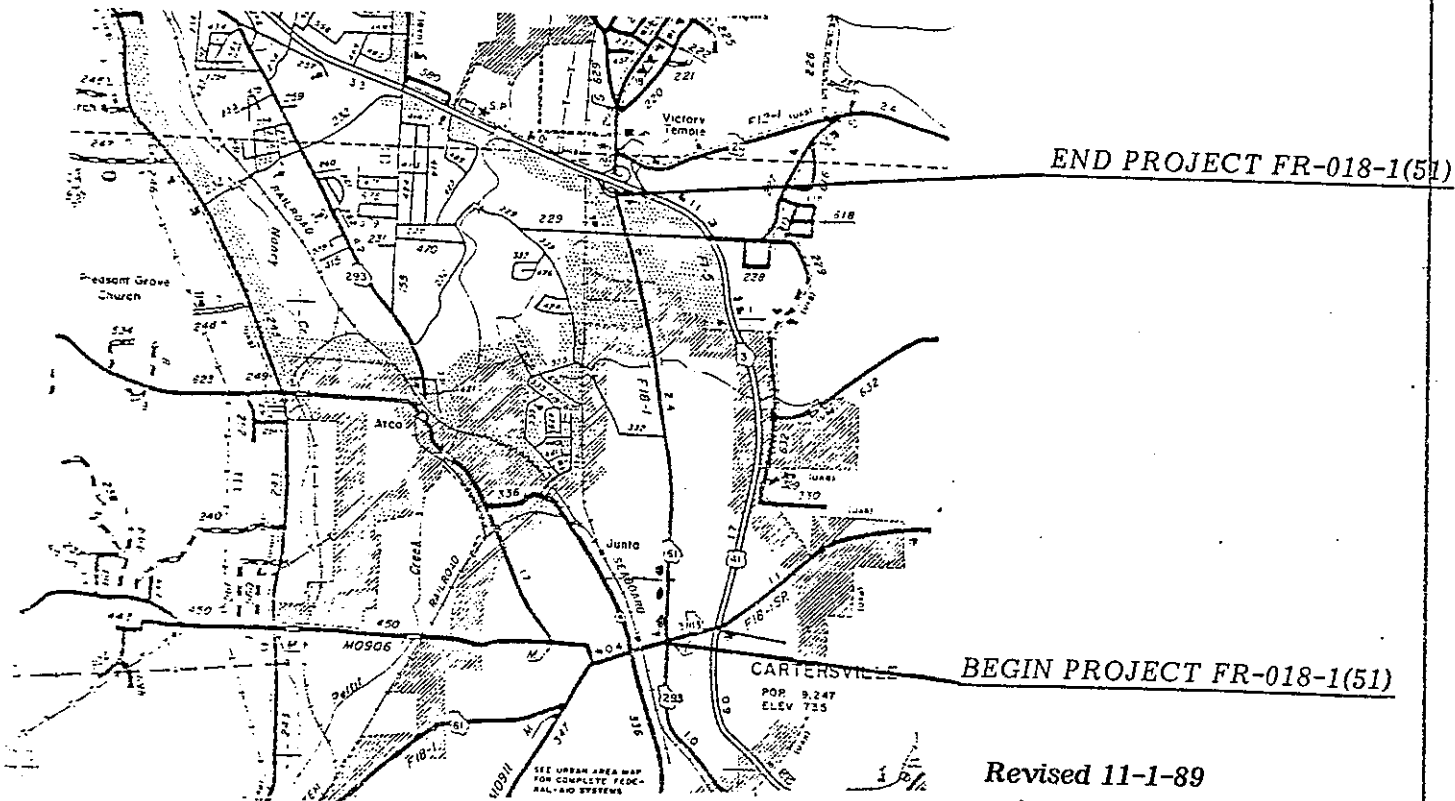
# DEPARTMENT OF TRANSPORTATION

## STATE OF GEORGIA



### PROJECT CONCEPT REPORT WIDENING OF SR 61 IN CARTERSVILLE BARTOW COUNTY FR-018-1(51) BARTOW COUNTY

Federal Route No.: F 18-1  
State Route No.: 61  
Ga. D.O.T. P. I. No.: 621250



Scale 1" = 1 Mile

Revised 11-1-89

Revised 3-14-89

Date Of Report: 2-16-89

### RECOMMENDATION FOR APPROVAL

2-23-89  
Date  
11-13-89  
Date  
Date

*Eugene M. Millon*  
Project Manager  
*Frank L. D. Smith*  
State Environmental Engineer  
State Traffic & Safety Engineer

FR 1

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

FILE P.I. #621250 OFFICE Environment/Location  
DATE September 13, 1989  
FROM *Frank L. Danchetz*  
Frank L. Danchetz, P.E., State Environmental/Location Engineer  
TO Felton D. Rutledge, P.E., District Engineer, Cartersville  
Attention: William M. Darby  
SUBJECT Project FR-018-1(51), Bartow County: One Way Pairing of SR 60  
(Tennessee Street) and Douglas Streets in Cartersville

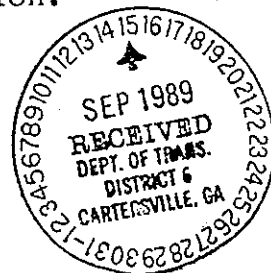
We are in receipt of your August 29, 1989 correspondence outlining the alternatives studied for the subject project. We concur with your recommendation of Alternate 3 as the proposed build - alternate. Although right-of-way acquisition may still be necessary from three potential historic properties, this alternate would avoid Section 106 and Section 4(f) involvement with a potential historic district along Gilmer Street and would not require the acquisition of any potential historic resources as was the case under the original proposed alternate (Alternate 1).

It is my understanding that your office is currently investigating the possibility of shifting the alignment on Douglas Street to the east to avoid right-of-way acquisition from the three potential historic resources located in this area (#14, #28 and #102 Douglas Street). These three potential historic resources are sited very close to Douglas Street. Right-of-way acquisition from these properties would result in the loss of a major portion of the front yards of these resources. If right-of-way acquisition from these three properties can be avoided, given the scope of the project under Alternate 3, Section 106 compliance procedures may not be necessary. Avoidance of right-of-way acquisition from these resources would also negate the necessity of Section 4(f) compliance.

We will continue Section 106 compliance procedures once we are informed of the resolution of the above matter. If avoidance of right-of-way acquisition from these three properties is not possible, please provide this office with four sets of aerials depicting existing and proposed right-of-way from the beginning of the project south of Church Street to the intersection of Douglas and Carter Streets and a revised project description.

FLD/JHM

cc: G. C. Lewis  
Tom Queen



DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

## INTERDEPARTMENT CORRESPONDENCE

FILE

OFFICE Cartersville

DATE August 29, 1989

FROM Felton D. Rutledge, District Engineer

TO Frank Danchetz, State Environmental/Location Engineer  
Attention: Tom Queen

SUBJECT FR-018-1(51) BARTOW COUNTY  
SR 61 IN CARTERSVILLE  
P.J. NO. 621250

As requested by your office, we have studied four alternates for the tie-in from Gilmer St. to Douglas St. on the above project. This tie-in is a short section of new location (600± ft.) that crosses an historical district.

The alternates studied are as follows:

**Alternate 1:** Construct tie-in as shown on original layout. This alternate would require some right of way from four historical properties. The back of sidewalk would be within 10± ft. of one historical building and may require taking the building or using retaining walls. Five other residential buildings would be taken.

**Alternate 2:** Construct tie-in using two (2) 12° curves. This would move the back of sidewalk away from the historical building. Some right of way would be required from four historical properties and five other residential buildings would be taken.

**Alternate 3:** Extend Douglas St. south of Church St. and tie-in to Gilmer St. at the intersection of Gilmer St. and Cherokee Ave. This would require taking two (2) commercial buildings and some right of way from three (3) historical properties.

**Alternate 4:** This alternate is shown as Alternate No. 1 in the concept report. All construction would be on Tennessee St. Right of way would be required from Main St. to Porter St. on Tennessee St.

The right of way cost estimate for the above alternates are:

Alternate 1	\$ 522,500.00
Alternate 2	\$ 522,500.00
Alternate 3	\$ 635,000.00
Alternate 4	\$2,000,000.00

Frank Danchetz  
FR-018-1(51) Bartow  
August 29, 1989  
Page Two

---

~~Alternate 3 is recommended by this office. This alternate would have less impact on the historical properties. There would be some right of way required from three (3) historical properties ( $\pm$  5 ft. of frontage).~~

Alternate 3 would allow flatter curves on the tie-in from Douglas St. to Gilmer St. and would not require the use of the underpass at the Church St. Bridge. There would be an at grade crossing at Church St.

The right of way cost difference of \$110,000.00 would be offset by better alignment and less disruption of the historical properties.

Alternate 4 was not considered feasible because of right of way cost.

William M. Darby  
Road Design Section

FDR:WMD:vlw

cc: Jane Maxwell

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. #621250 OFFICE Environment/Location  
DATE August 15, 1989  
FROM Frank L. Danchetz, P.E., State Environmental/Location Engineer  
TO Felton Rutledge, P.E., District Engineer, Cartersville  
Attention: David Kelly/William Darby  
SUBJECT Project FR-018-1(51), Bartow County; One Way Pairing of Tennessee Street (SR 61) and Douglas Street in Cartersville: Section 106/Section 4(f) Compliance

The subject project has been surveyed for historic resources in compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966. Three individual properties and a Victorian era historic district were identified within the project's area of potential environmental effect (These areas were delineated on a set of aerials in the possession of William Darby). The proposed project would require acquisition and use of land from all four properties. Compliance with Section 106 and Section 4(f) procedures will be necessary to implement this project.

Ms. Jayne Maxwell and Ms. Anne Larcom of this office met with David Kelly and William Darby of your office on August 3, 1989. The purpose of the meeting was to inform your staff of the results of the survey and to explain the mechanics and requirements of Section 4(f). Under Section 4(f) it must be proven that there are no prudent and feasible alternatives to the use of land from the historic properties and that all possible planning to minimize harm has been accomplished.

We are requesting that your office furnish us with alternatives which would avoid use of land from the historic properties and, if applicable, to provide statements as to why these alternatives are not feasible and prudent. This information is needed for inclusion in the environmental document and for completion of the Section 106/Section 4(f) processes. If you have any questions or require further information, please contact Ms. Jayne Maxwell (GIST 229-4403) of this office.

FLD/JHM

cc: Tom Queen



November 1, 1989

### **REVISION SUMMARY**

*Sheet 5: Revised Alternate No. 2 to show tie in from Gilmer Street to Douglas Street will be south of Church Street.*

*Sheet 5A: Added this sheet for revised project description.*

*Sheet 6: Revised Alternate No. 2 cost estimate.*

PROJECT CONCEPT REPORT

PROJECT NO.: FR-018-1(51) Bartow COUNTY

PREVIOUS PROJECT NO.: \_\_\_\_\_ ROUTE NO.: SR 61

LOCATION: SR 61 (Tennessee St.) in Cartersville beginning at the intersection of SR 61  
and Main Street and extending north approximately 2.3 miles to the ramp at SR 3.

TRAFFIC: CURRENT ADT 18500 (1995) PROJECTED ADT 29400 (2015)

EXISTING TYPICAL SECTION: Three 12 ft. lanes with curb and gutter and sidewalk from  
Main Street to Porter Street. Two 12 ft. lanes with 6± ft. shoulders from Porter Street to  
SR 3.

EXISTING MAJOR STRUCTURES: None

STATEMENT OF NEED & PURPOSE OF PROJECT: This section of SR 61 is in an area where new  
commercial, industrial, and residential development is taking place. Traffic volumes have in-  
creased sharply due to this development. This project is needed to relieve congestion and  
increase safety in this area.

PROJECT CONCEPT:

LENGTH: 2.3± Mi.

BEGINNING: Intersection of Main Street and SR 61

ENDING: Intersection of SR 61 and Ramps of SR 3

PDP CLASSIFICATION: MAJOR  
~~Minor~~

FUNCTIONAL CLASSIFICATION: Arterial

MAX. DEGREE OF CURVE: 7.5°

MAX GRADES: 5%

DESIGN SPEED: 45 MPH

PROPOSED TYPICAL SECTION: See Attachments

MAJOR STRUCTURES: None

TYPE ACCESS: Non Limited

TRAFFIC CONTROL DURING CONSTRUCTION: Maintain traffic during construction.

ESTIMATED COST:

R/W

CONSTR.

UTILITIES

TOTAL See Sheet No. 6

PERMITS REQUIRED: None

LEVEL OF ENVIRONMENTAL ANALYSIS: An environmental assessment will be prepared.

LEVEL OF PUBLIC INVOLVEMENT: Public Hearing

TIME SAVING PROCEDURES APPROPRIATE: No

DESIGN EXCEPTIONS REQUIRED: None



ALTERNATES CONSIDERED: See Sheet No. 5

OTHER PROJECTS IN AREA: None

CONCEPT TEAM MEETING HELD: December 6, 1988

PRESENT: William Darby Gene McMillan  
Tom Queen Ken Topham  
Frank Penson David Black  
Jack Ray J. Lynn Carte, Mayor of Cartersville

FIELD REVIEW HELD: \_\_\_\_\_

COMMENTS: The recommended concept is a combination of Alternate No. 1, 2, and 3 as follows:  
GILMER & SR 31  
One-way pairs from Main St. to 800 ft. north of Porter St. using Douglas St. southbound and  
Tennessee Street northbound, 4 - 12 ft. lanes with 14 ft. flush median from 800 ft. north of  
Porter St. to ramps at SR 3. A 7 ft. shift east from 200 ft. north of Highland Lane to SR 3.  
Tennessee St. from Main St. to Church St. will be two lanes northbound and one lane southbound  
to make use of the Church St. Bridge.

Prepared By: William Darby

Attachments: Typical Section  
Traffic Diagrams  
Concept Team Meeting Minutes  
Field Inspection Reports  
Local Project Agreements

**FR-018-1(51) BARTOW COUNTY  
WIDENING OF SR 61 IN CARTERSVILLE**

**Alternate No.1**

Alternate No. 1 is the proposed widening of SR 61 (Tennessee Street) in Cartersville beginning at the intersection of SR 61 and Main Street and extending north approximately 2.3 miles to the ramp at SR 3. The typical section will include four 12-ft. lanes with a 14 ft. flush median, curb and gutter with a 5 ft. sidewalk from Main Street to 800± ft. north of Porter Street, open ditch section with 10 ft. shoulders from 500± ft. north of Porter Street to the ramps at SR 3. The proposed right of way will be 79 ft. in the curb and gutter section and varies from 100 ft. minimum to 130 ft. in the open ditch section. Measures will be taken in the open ditch section to minimize displacements. The existing right of way is approximately 50 ft. in the existing curb and gutter section. The existing right of way is approximately 80 ft. in the existing open ditch section. All existing pavement will remain and the widening will be symmetrical.

**Alternate No. 2**

Alternate No. 2 begins at the intersection of Tennessee Street and Gilmer Street. Tennessee Street is proposed to be one-way two lanes northbound. Gilmer Street will be one-way two lanes southbound from Tennessee to just south of the Church Street Bridge. A tie in will be constructed from Gilmer Street to Douglas Street south of Church Street. Douglas Street will be one-way two lanes southbound from this tie in to the existing end of Douglas Street a tie in will be constructed from the end of Douglas Street to SR 61 approximately 800 ft. north of Porter Street. From the tie in at Douglas Street and SR 61, SR 61 will be widened in accordance with Alternate No. 1 or a combination of Alternate No. 1 and Alternate No. 3. This alternate would require some minor widening realignment and reconstruction of intersection for Douglas Street and Gilmer Street. The one-way section of Tennessee Street would not need to be reconstructed. This alternate will require the installation of some traffic signals and changing some existing traffic signals. The typical section for Gilmer Street and Douglas Street will be two 12-ft. lanes with curb and gutter and 5 ft. sidewalk.

**Alternate No. 3**

This alternate will be the widening of SR 61 from 200± ft. north of Highland Lane to the ramps at SR 3. The construction centerline will be shifted east 7 ft. The typical section will be four 12-ft. lanes with 14 ft. flush median. This will be an open ditch section with 10 ft. shoulders. This alternate is proposed to minimize displacements in this area. This alternate would be constructed with Alternate No. 1 or a combination of Alternate No. 1 and Alternate No. 2.

**Revised 11-1-89**

Revised November 1, 1989

Revised October 16, 1989

**FR-018-1(51) Bartow County  
SR 61 in Cartersville**

**Project Description**

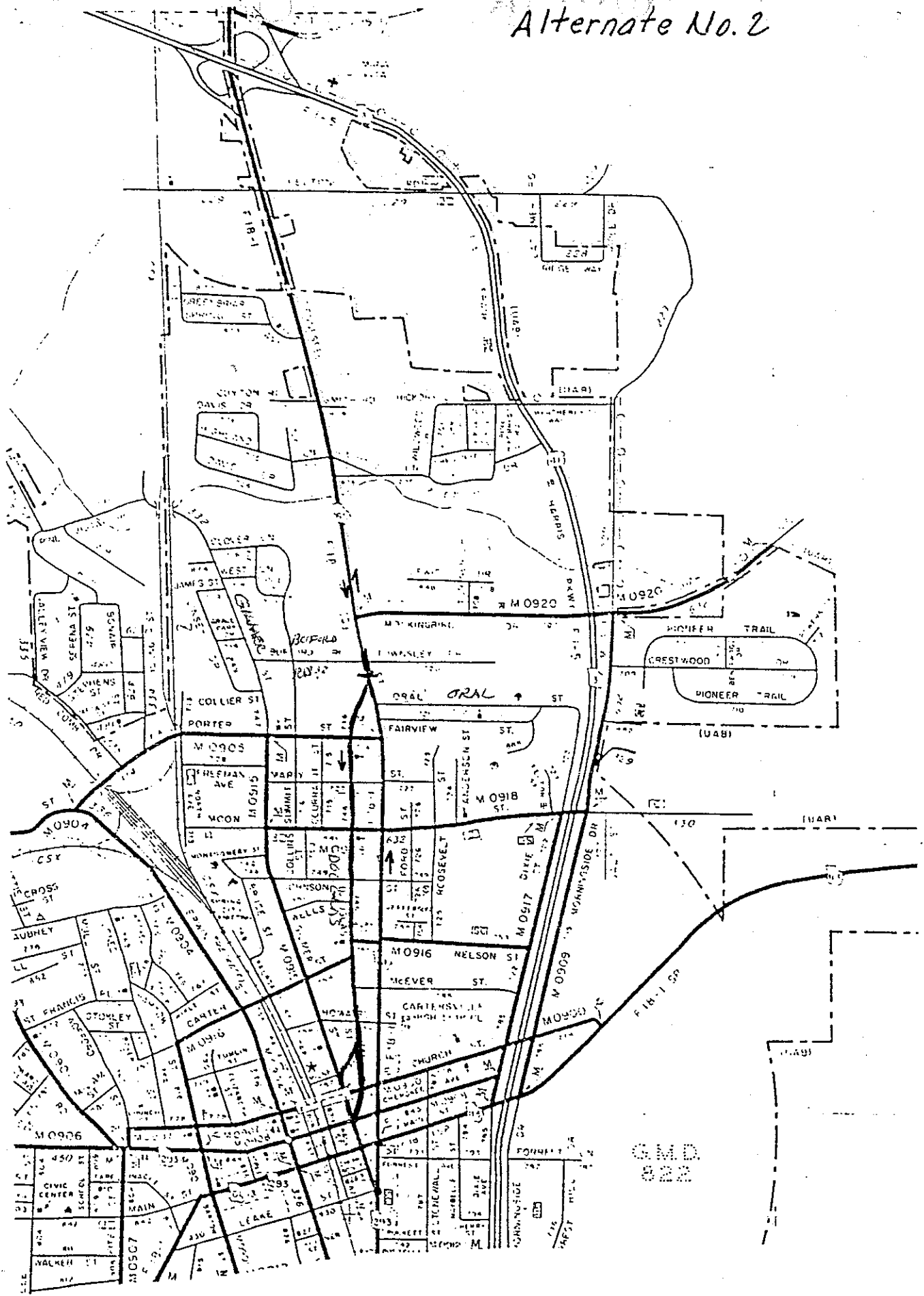
This project begins at the intersection of SR 61 and Gilmer Street and extends north to 800 ft. ( $\pm$ ) north of Porter Street, utilizing SR 61 and Douglas Street as a one-way pair. SR 61 will serve northbound traffic and Gilmer and Douglas Street will serve southbound traffic. A tie-in will be required from the intersection of Gilmer Street and Cherokee Avenue to the intersection of Church Street and Douglas Street south of the Church Street Bridge. A tie-in will be required from the north end of Douglas Street over to SR 61. The typical section for Gilmer Street, the tie-ins and Douglas Street will have an urban section with two 12-ft. lanes and 5 ft. sidewalks. From this point north of Porter Street, the project extends northerly along SR 61 with a rural section having four 12-ft. lanes with 14 ft. flush median 10 ft. shoulders to the ramps at SR 3/US 41. This recommended alternate is a combination of three studied alternates which were eliminated due to higher construction and right-of-way costs. These three alternates are described in the body of this report. Traffic will be maintained on existing roads during construction.

Alternative No. 1

G.M.D. 822

GMD  
822

Alternate No. 2



GMD  
622

Project No: FR-018-1(51)

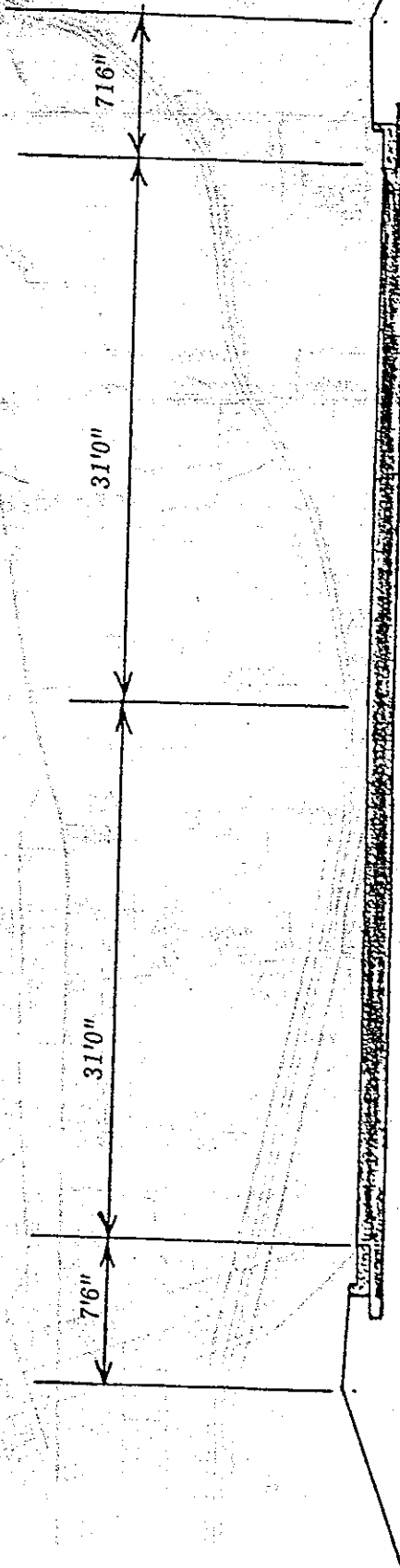
County: Barlow

## TYPICAL SECTION No. 1

### ALTERNATE NO. 1

THIS SECTION APPLIES FROM MAIN STREET

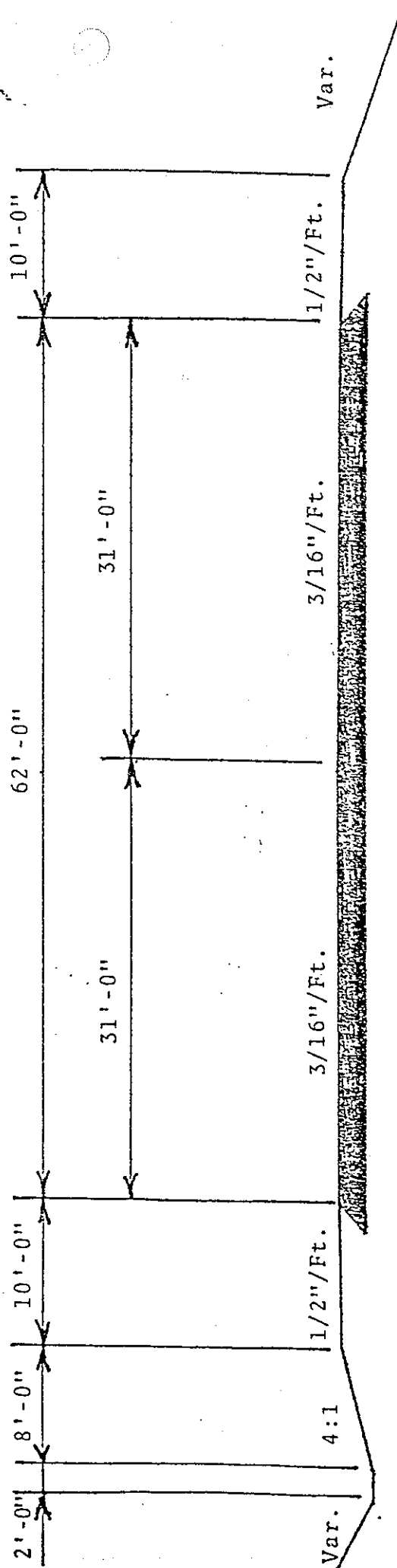
TO END OF CURB & GUTTER ON SR 61.



TYPICAL SECTION NO. 2

FR-018-1(51) BARTOW COUNTY  
ALTERNATE NO. 1

THIS SECTION APPLIES FROM END CURB & GUTTER ON SR 61 TO  
RAMPS AT SR 61 AND SR 3

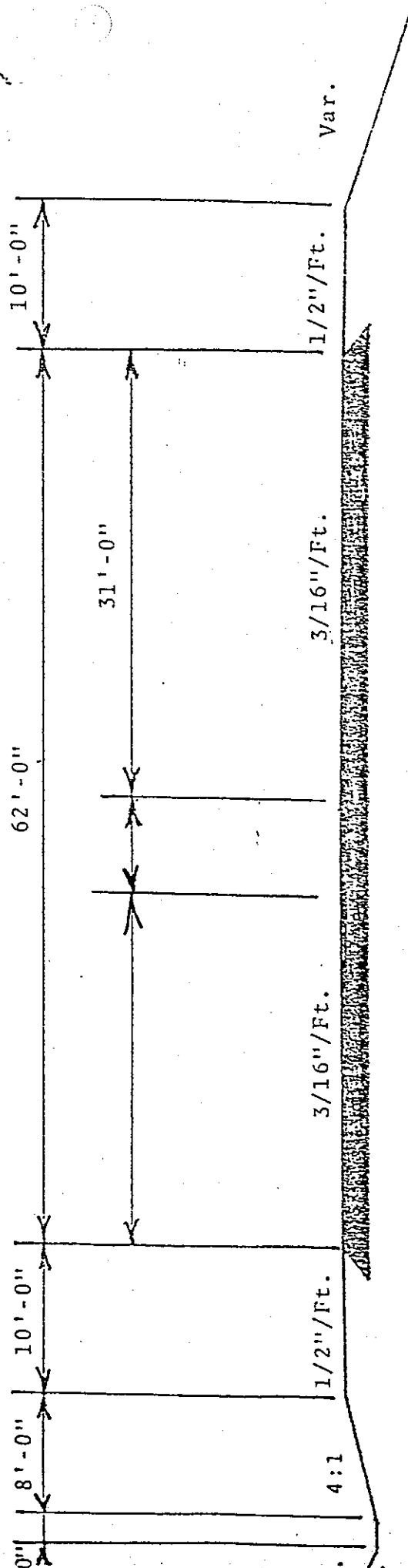


SCALE 1 In. = 10 Ft.



ALTERNATE NO. 3

THIS SECTION APPLIES FROM 200 FT.  
NORTH OF HIGHLAND LANE ON SR 61  
TO RAMPS AT SR 61 AND SR 3



SCALE 1 In. = 10 Ft.

Project No: FR-018-1(51)

County: Bartow

# TYPICAL SECTION NO. 4

## ALTERNATE NO. 2

THIS SECTION APPLIES FOR DOUGLAS STREET  
AND GILMER STREET FROM THE INTERSECTION OF  
GILMER AND SR 293 TO THE END  
OF CURB AND GUTTER ON SR 61

